

Federal Aviation Administration, DOT

Pt. 121, App. K

The advanced simulation training program must include the following:

1. The operator's initial, transition, upgrade, and recurrent simulator training programs and its procedures for re-establishing recency of experience in the simulator.

2. How the training program will integrate Level B, C, and D simulators with other simulators and training devices to maximize the total training, checking, and certification functions.

3. Documentation that each instructor and check airman has served for at least 1 year in that capacity in a certificate holder's approved program or has served for at least 1 year as a pilot in command or second in command in an airplane of the group in which that pilot is instructing or checking.

4. A procedure to ensure that each instructor and check airman actively participates in either an approved regularly scheduled line flying program as a flight crewmember or an approved line observation program in the same airplane type for which that person is instructing or checking.

5. A procedure to ensure that each instructor and check airman is given a minimum of 4 hours of training each year to become familiar with the operator's advanced simulation training program, or changes to it, and to emphasize their respective roles in the program. Training for simulator instructors and check airmen must include training policies and procedures, instruction methods and techniques, operation of simulator controls (including environmental and trouble panels), limitations of the simulator, and minimum equipment required for each course of training.

6. A special Line Oriented Flight Training (LOFT) program to facilitate the transition from the simulator to line flying. This LOFT program must consist of at least a 4-hour course of training for each flightcrew. It also must contain at least two representative flight segments of the operator's route. One of the flight segments must contain strictly normal operating procedures from push back at one airport to arrival at another. Another flight segment must contain training in appropriate abnormal and emergency flight operations.

LEVEL B

Training and Checking Permitted

1. Recency of experience (§ 121.439).
2. Night takeoffs and landings (Part 121, Appendix E).
3. Landings in a proficiency check without the landing on the line requirements (§ 121.441).

LEVEL C

Training and Checking Permitted

1. For all pilots, transition training between airplanes in the same group, and for a pilot in command the certification check required by § 61.153 of this chapter.

2. Upgrade to pilot-in-command training and the certification check when the pilot—
 - a. Has previously qualified as second in command in the equipment to which the pilot is upgrading;

- b. Has at least 500 hours of actual flight time while serving as second in command in an airplane of the same group; and

- c. Is currently serving as second in command in an airplane in this same group.

3. Initial pilot-in-command training and the certification check when the pilot—

- a. Is currently serving as second in command in an airplane of the same group;

- b. Has a minimum of 2,500 flight hours as second in command in an airplane of the same group; and

- c. Has served as second in command on at least two airplanes of the same group.

4. For all second-in-command pilot applicants who meet the aeronautical experience requirements of § 61.159 of this chapter in the airplane, the initial and upgrade training and checking required by this part, and the certification check requirements of § 61.153 of this chapter.

LEVEL D

Training and Checking Permitted

Except for the requirements listed in the next sentence, all pilot flight training and checking required by this part and the certification check requirements of § 61.153(g) of this chapter. The line check required by § 121.440, the static airplane requirements of appendix E of this part, and the operating experience requirements of § 121.434 must still be performed in the airplane.

[Doc. No. FAA-2002-12461, 71 FR 63640, Oct. 30, 2006]

APPENDICES I-J TO PART 121

[RESERVED]

APPENDIX K TO PART 121—PERFORMANCE REQUIREMENTS FOR CERTAIN TURBOPROPELLER POWERED AIRPLANES

1. *Applicability.* This appendix specifies requirements for the following turbopropeller powered airplanes that must comply with the Airplane Performance Operating Limitations in §§ 121.189 through 121.197:

- a. After December 20, 2010, each airplane manufactured before March 20, 1997 and type certificated in the: